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INFO

SUBJECT: TRAVEL: Importation of Foreign Made Automobiles

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THIS IS A JOINT STATE, USIS AND ICA MESSAGE

TO: ALL AMERICAN DIPLOMATIC AND CONSULAR POSTS

The Bureau of Customs, Treasury Department, has recently issued a ruling that U.S. Government employees returning to the United States from service abroad, importing an automobile of foreign manufacture, must have had physical as well as legal possession of the automobile abroad in order to be entitled to importation free of duty.

As a result of this ruling, procedure changes governing the future importation of automobiles of foreign manufacture by employees will be as follows:

1. Shipment to the United States of an automobile of foreign manufacture which has been in the employee's physical and legal possession prior to shipment.

There is no change in present shipping procedures for foreign manufactured automobiles which fall in this category. Automobiles should continue to be consigned to the U.S. Despatch Agency. However, each employee shipping such an automobile must submit the following certification to the U.S. Despatch Agency prior to the arrival of the automobile at a United States port:

"This is to certify that the automobile described below was in my legal and physical possession while I was employed by the United States Government overseas. It is being imported into the United States solely for my personal use, and is not intended for sale.

Make and Year of Automobile: _____

Body Type: _____ Serial #: _____

Failure,

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Failure, on the part of the employee, to submit this certificate will result in the automobile being handled as outlined below.

2. Shipment to the United States of an automobile of foreign manufacture which has not been in the employee's physical and legal possession prior to shipment.

Employees who ship an automobile of foreign manufacture which has not been in the employee's physical and legal possession prior to shipment should consign the automobile to a Customs Broker and not the U.S. Despatch Agency. (The U.S. Despatch Agency will furnish the name of a Customs Broker on request.) The employee shall then be responsible for arranging for the clearance of the automobile through the Customs Broker and the payment of duty at the rate of 8½ percent ad valorem.

In the event an automobile of foreign manufacture should arrive at a port consigned to the Despatch Agency (without the certificate required under sub-paragraph one having been received) the automobile will not be cleared but will be shipped to the ultimate destination "in bond". It will then be necessary for the traveler or his representative to arrange Customs clearances at his personal expense.

The automobile should be declared on arrival at the price paid and duty will be assessed on the value of the automobile not covered by the \$200 or \$300 exemptions which may be applied to the value of the automobile and to which the employee and each dependent is entitled under paragraph 1798(c) (2)(A), Tariff Act of 1930, as amended.

MURPHY, ACTING

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